

Manhattan Big Four Has Large Ore Body.

A crosscut from a depth of sixty feet in the raise of the Big Four, between the 400 and 500 levels, or, in other words, at a depth of 460 feet in the mine, has revealed a width of the ledge of forty feet. In one direction from the raise the crosscut is nineteen feet. In the opposite it is twenty-one. It is all milling ore of the same general average as is found throughout the mine. It probably will mill anywhere from 15¢ to 25¢ a ton.

As a result of this mammoth showing Superintendent E. C. Maguire will start other crosscuts at a still farther depth in the raise, probably at 480 feet or twenty feet from the bottom.

This virtually demonstrates all that has been sought, in the work of the past several months, to prove the big ore body below the 400-foot level, where it was last worked before continuing to the 500 with the vertical shaft.

The ore left standing around the glory hole, between the 300 and 400 levels, has been further developed recently and no limit to it as yet has been found. It is very rich in spots, and everywhere will average a fine milling grade. Material for the mill which the company is to erect will commence to arrive within a few days. *Manhattan Post.*

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Which is Better for Arizona-Prosperity or Experiment?

What Every Arizona Voter Should Know and Why.

Arizona has hundreds of thousands of acres of land that should be tapped by railroads.

Ore running from \$10 to \$40 a ton is being thrown on the dump because it costs too much to haul it to a railroad.

What Arizona needs most to develop her resources is Railroads.

Under the laws of the State and the rules of the Interstate Commerce Commission, railroads cannot make improvements or extensions except with borrowed money. (See Laws of the First Legislature of the State of Arizona, Chap. 90, Sec. 48, and Rules of I. C. C.)

By reason of the absolutely unnecessary expense and unfair reduction of earnings, it will cost the railroads about one and a half million dollars a year, if the bills submitted to the people to be voted on November 5th become laws.

One and a Half Million Dollars will pay interest, at 5%, on Thirty Million Dollars. These bills will exclude just that much capital from the state, which could it be invested, would develop the country and give employment to thousands of people.

THE MEN WHO HAVE SUBMITTED THESE BILLS HAVE CONFIDENCE THAT THE PEOPLE WILL GIVE THE RAILROADS A SQUARE DEAL. THEREFORE, THE RAILROADS HAVE REFUSED HERETOFORE TO TREAT WITH SELF-SEEKING POLITICIANS /ND HAVE APPEALED THEIR CASE TO THE PEOPLE OF THE STATE OF ARIZONA.

PROSPERITY FIRST, EXPERIMENT SECOND, THEREFORE, DEFEAT THESE BILLS NOVEMBER 5TH.

"AN ACT REGULATING THE NUMBER OF MEN TO BE EMPLOYED ON TRAINS AND ENGINES."

(On Official Ballot, Nos. 304 and 305—House Bill No. 44.)

This is a useless expenditure of money and against public policy. It requires an extra man on light engines, that is, engines that are not pulling cars. Of what earthly use is such a man? Where would he sit? What would he do? Just draw pay. Do you think that is fair? Certainly you don't. The fewer men on an engine the better. There is less chance of their talking instead of attending to business, and causing a wreck.

"AN ACT REGULATING HEADLIGHTS ON ALL LOCOMOTIVES."

(On Official Ballot, Nos. 306 and 307—House Bill No. 42.)

It practically creates a monopoly. One company, the Pyle Co., virtually controls all high candle power electric headlight patents. What was the power behind the throne? Experiments have shown conclusively that electric headlights are dangerous on double track. Inventions are coming so thick and fast that this form of light may be a back number in two or three years. Why tie the railroads down with a law and prevent them from taking advantage of new inventions? Even now, competent authorities disagree as to the best form of headlight.

"AN ACT REQUIRING ALL ENGINEERS AND CONDUCTORS TO HAVE THREE YEARS' EXPERIENCE BEFORE BEING ELIGIBLE TO HOLD SUCH POSITION."

(On Official Ballot, Nos. 308 and 309—House Bill No. 50.)

It is class legislation that forces every man who now holds a position as an engineer or conductor, if he did not have three years' experience as a fireman, or a brakeman, to give up his job. Experience won't make brains. Some men might be firemen, or brakemen, for years and still be unfitted for promotion, and others, after one year's experience would be perfectly competent to handle a train. The law robs the sons of Arizona of their birthright and forces them to give way, because of lack of opportunity, to the tramp engine men or conductor—men who are able to produce letters showing they have had three years' experience, letters that may be forged.

"AN ACT LIMITING THE NUMBER OF CARS IN A TRAIN."

(On Official Ballot, Nos. 310 and 311—House Bill No. 43.)

The development of the State will be held back because the railroads will not be allowed to work up to their full capacity. What inducement is there to a railroad to improve its lines by eliminating curves, reducing grades, putting in heavier rails and better equipment, if it is not going to be allowed to reap the benefits. It is claimed that it is dangerous to handle long trains. Where does the danger lie, with modern airbrake equipment? On the Southern Pacific, there has not been a man even injured in more than three years as the result of handling long trains. Mr. Cattleman and Mr. Farmer, it means that your products must wait, if the train has seventy cars, when it reaches the station where your cars are, even though the engine might be capable of handling ten or fifteen cars more with ease. What you want is service, and you don't want that service restricted by law, as long as it is safe.

"AN ACT PROVIDING THAT RAILROADS SHALL NOT CHARGE MORE THAN THREE CENTS A MILE."

(On Official Ballot, Nos. 312 and 313—Senate Bill No. 24.)

The population of Arizona is less than two to the square mile. Passenger traffic is so light that this law will make a drain of about \$320,000 a year on the railroads. It will limit their borrowing power by just that much, will force them to curtail present high class service and will inhibit expansion in the future. The Southern Pacific took in, last year, from sources in the State of Arizona, \$501,474.34, and spent \$3,818,633.51. Does that look as if it were charging the people too much? The three-cent fare law will force the restriction of excursion and homeseekers' rates, that are doing so much to bring people into the State. In proportion to population, the rates in Arizona are now lower than any State in the Union. Texas has tried these restrictive laws with the result that railroad construction has about come to a standstill—only 12 miles of road built in the first six months of 1912, and no promise for the second six months. Remember \$320,000.00 will pay interest, at 5%, on \$6,400,000.00 that the railroads will not be able to invest.

"AN ACT PROVIDING FOR A SEMI-MONTHLY PAY DAY."

(On Official Ballot, Nos. 314 and 315—Senate Bill No. 19.)

It will put a burden on the State by increasing poverty, because the temptation to spend money foolishly when one has it in his pocket is too great for the average man. We are usually broke the day after pay day. It would be twice as bad with two pay days. The workmen don't want it, as shown by the petition sent in to the Corporation Commission against the law by the railroad men. This law would play into the hands of that class of business that lives by inducing the working man to spend all he has on pay day. It will increase the cost of doing business for both the merchants and the railroads, without benefiting either. Nor will it benefit the working man.

FINALLY:—The people of this State established a Corporation Commission to take care of just such questions as these. (See Chap. 90, Laws of the First Session of the Legislature of the State of Arizona.) Here the railroads and the people might be heard and equal justice done. Why not let this body attend to these matters? Why enact laws that are not needed?

The above is inserted as a paid advertisement and does not present the views of the editor on these propositions.